

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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S-E-C-R-E-T

50X1-HUM

COUNTRY USSR (Arctic)

REPORT

SUBJECT

1. Observations at Murmansk, Arkhangelsk and Igarka, and in the Kara Sea
2. Shipment of Prefabricated Cement Factory [] to Igarka

DATE DISTR.

3 50X1-HUM
December 1959
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NO. PAGES

1

REFERENCES

DATE OF INFO.

PLACE & DATE ACQ.

SOURCE EVALUATIONS ARE DEFINITIVE APPRAISAL OF CONTENT IS TENTATIVE

Attachment No.

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1

A brief report of observations in Kolskiy Zaliv [] including: 14 MTB's on shore at Mys Velikiy, a cruiser [] at Rosta, and a large hangar at Guba Gryaznaya.

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2

A report of observations in the vicinity of Arkhangelsk [] including: a shipyard with two merchant vessel hulls of about 6,000 tons near Sawmill No. 2, and an apparent pontoon bridge across the Severnaya Dvina south of Sawmill No. 2. []

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3

A brief report mentioning ice conditions in the Kara Sea and new, untrained dock workers at Igarka []

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4

[] report about a prefabricated cement factory, with a production capacity of 5,000 tons of cement per year, which was being shipped [] to Igarka. []

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[] the parts for the factory were then reshipped by lighter 1,800 kilometers up the Yenisey River, from where they would be transported 200 kilometers inland by sleds. []

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ATTACHMENT No. 1

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COUNTRY: USSR

SUBJECT: Port Report - Murmansk

DATE OF INFO:

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DATE ACQUIRED:

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DATE OF REPORT: 13 October 1959

1. NAVAL: [REDACTED] fourteen MTB's were observed lying on the shore near Veliki Pt.

That same day, a cruiser was observed lying alongside the pier at Rosta, for repairs.

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2. MISCELLANEOUS: [REDACTED] a large hangar was observed in Graznaya Bay, placed so that the opening faced toward the sea. Around the hangar were a number of large, gray-painted trucks.

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SECRET/NOFORN**ATTACHMENT No. 2**

COUNTRY: USSR

REPORT

SUBJECT: Port Report - Archangel

DATE OF INFO:

DATE ACQUIRED

DATE OF REPORT: 15 October 1959

Harbor

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1. [] the [] ship arrived at Sawmill No. 2 in Archangel. The sawmill is located on the east side of Dvina, at approximately N latitude 64° 28'. The sawmill is the southernmost one in Archangel, as Sawmill No. 1 has been discontinued. At No. 2, only ^{one} small vessel can come up to the pier. The pier is in very poor condition, and the entrance to it is very difficult, so that even small ships must use tugboats.

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On the west side of the Dvina, before the [] ship arrived at the sawmill, a shipyard was sighted. The yard was seen past some very low islands, and seemed to be located in a bay.

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[] The place was assumed to be a shipyard as some very tall cranes of the "giraffe" type were observed. The main body consisted of a ball-shaped iron construction that, at the top, extended into a beak, at an angle extending downward. Also observed were two constructions assumed

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at



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2.

to be new ship-hulls for cargo boats estimated to be at least six
thousand tons.

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Before the ship arrived at the sawmill,



. What seemed to be a pontoon-bridge was laid
over the Dvina quite a bit south of Sawmill No. 2.

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Archangel

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oil-tanks

bunkering area

Sketch



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Sawmill No. 2

Shipyards



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ATTACHMENT No. 3

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COUNTRY: USSR

SUBJECT: Port Report - The Kara Sea -
Igarka

DATE OF INFO:

DATE ACQUIRED

DATE OF REPORT: Middle of July 1959

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1. NAVIGATION: No activity was observed from the [redacted] ship while underway in the Barent Sea and the Kara Sea. The [redacted] ship was escorted by the ice-breaker KAPITAN BELOUSOV from a position 70° 14' N - 54° 54' E, and passed through heavy drift ice until north of Byely Island. [redacted]

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The [redacted] ship arrived at Igarka [redacted] The first ship had arrived [redacted] as opposed to the first ship's arrival [redacted]

2.

No military activity at all was seen in Igarka.

3. AIRCRAFT: A two-engined plane flying its route was seen once in a while, and there was a small single-engined sea-plane lying at anchor in the harbor. No other flying activity was observed.

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COUNTRY: USSR

REPORT

SUBJECT: Port Report - Igarka

DATE OF INFO:

DATE ACQUIRED:

DATE OF REPORT: 15 October 1959

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Industry

1. The [] ship carried parts for a cement factory to Igarka.

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[] some of the factory had been shipped to Murmansk on Soviet ships. These parts were shipped by another heavy-cargo (literally, "heavy lifting ship", Norw. "tungl fteskip") ship from Murmansk to Igarka.

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The factory was built [] and was supposed, according to information from Igarka, to have a capacity of five thousand tons per day. The producer had guaranteed production safety down to - 50° C, which would yield production 300 days a year.

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The parts of the factory were loaded on lighters that were already equipped with "br ker" for placing the packages.

[] the factory was to be transported 1,800 kilometers up the Yenisey from Igarka. From there, the parts would be dragged on sleds two hundred kilometers inland.

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